AMENDMENTS TO THE SPECIFICATION

Beginning on page 6, please amend paragraph [0025] by replacing reference numeral 235 with reference numeral 260, thereby removing a double usage of reference numeral 235, as follows:

[0025] Referring now to Figures 9-11, alternative B-pillar structures are depicted, where Figure 10 is a cross section view through the B-pillar 200 of Figure 9. In Figures 9 and 10, B-pillar 200 includes a bonding area ~~235~~ 260 formed by shaped channels 240, 245, and in Figure 11, B-pillar 200 includes ports 250 for receiving projections 255. Ports 250 and projections 255 may be arranged as a tube-to-tube fit, a sheet-to-sheet fit, a tube-to-sheet fit, or any other arrangement suitable for the purpose of joining two B-pillar sections. Any of the bonding techniques discussed previously may be employed for securing the mating portions of B-pillar 200.As discussed earlier, the various modules (105, 115, 170 and 175 for example) include underbody, top, and side portions, 135, 140, 145 and 150, which in an embodiment are pre-assembled into modules at the same or a different assembly facility. By modularizing the vehicle body, less floor space may be needed for assembling each module, smaller crating may be needed for transporting each module, and a higher packing density may be achievable in transporting the body modules. Also, by utilizing modules during the framing stage (that is, during the final assembly of the body modules to each other and to the chassis), fewer movable parts may need to be held in place via clamps, thereby providing easier access for installing or mounting additional components, and improving the dimensional accuracy between mating modules. While an embodiment of the invention has been disclosed for a vehicle having an engine compartment at the front of the vehicle, it will be appreciated that the scope of the invention is not so limited, and that a vehicle having a rear-engine or a mid-engine arrangement also falls within the scope of the invention.